

Study Alternatives

1 Return to Original Route

- Unstable Channel
- Limited Dredge Funds

Monitor channel and pursue returning to original route if environmental conditions change

2 Increased Departures on Current Route

- Need 17 departures to get to 2012 levels
- Channel is already congested
- 3 additional boats
- \$36mm in capital costs

Not financially feasible, safety concerns

3 Encouragement of Walk-on Traffic

- Need 50,000 passengers per year one way to get back to 2012 levels
- Limited passenger amenities on current vessels
- Could place buses on existing vessels but service would not be as attractive
- Would require terminal improvements at Hatteras and South Dock

Bus option is feasible but service is not as attractive

4 Passenger Ferry to South Dock

- Does not take advantage of vessel speed
- Channel congestion concerns
- Would require transit service to Ocracoke

Similar travel time as current route, more hassle than ferry to South Dock

5 Passenger Ferry to Silver Lake

- One vessel can return passenger counts to 2010 levels
- Estimate ¼ of current riders would take passenger ferry
- Requires terminal improvements at Hatteras and Ocracoke
- Lower cost per passenger than vehicle ferries

Begin service in 2017 with one 150- or two 80-passenger vessels

